

Partly cloudy tonight; tomorrow fair and warmer; light winds.

# The Washington Times

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## JAPS' OFFICERS COMMIT SUICIDE

Colonel Esuschi, Commander of the Troops on Doomed Transports, Burns His Flag and Takes His Own Life.

## ENGLISH COMMANDER JUMPS OVERBOARD AND IS MISSING

Admiral Kamimura's Ships in Pursuit of Russian Vladivostok Fleet—Missing Correspondent Under Arrest at Port Arthur.

TOKYO, June 17.—Survivors of the Japanese transport Hitachi Maru, sunk by Russian warships in the Straits of Korea on Wednesday, have arrived in Tokyo. They tell the story of the loss of the vessel as follows:

"At 7 a. m. the Russians were sighted. The Japanese attempted to escape.

"At 10 o'clock the Russians opened a terrific fire. In a few minutes the decks of the transport were covered with corpses. A shell struck the engine room and killed 200.

### ENGLISH COMMANDER JUMPS OVERBOARD.

"At 6 o'clock in the evening the Hitachi Maru sank. Captain Campbell, the English commander, jumped overboard and is missing. The chief engineer was killed on the bridge.

"Colonel Esuschi, commander of the troops, ordered the flag burned when he saw all was lost, and he and the second mate and other officers committed suicide."

### OFFICIAL STORY OF DISASTER.

The Japanese legation here received the following cablegram from Tokyo this morning:

"On the morning of June 15 the Vladivostok squadron, consisting of the Rossia, Sombol, and Rurik, made its appearance in the Sea of Senkai and attacked our transports.

### ONE TRANSPORT UNACCOUNTED FOR.

"The Hitachi Maru was sunk and there escaped only a few survivors. The Sado Maru was torpedoed but not sunk, and the majority of her men are supposed to have been saved. The fate of the Idzumi Maru is still unknown.

"The Russian squadron was sighted off Oki Island on the 16th. Admiral Kamimura's fleet started on the morning of the 15th in pursuit of the enemy.

### JAPS OCCUPY HUALI-KEN.

"General Kuroki reports that on June 12 a detachment of our troops occupied Hual-ken, sixty-five miles northeast of Kuan-Tin. The enemy consisted of 300 Russians and 300 Hungshutze.

"There were no casualties on our side. The enemy's casualties are unknown.

"One Russian who was made prisoner bears the epaulet of the Fifteenth East Siberian Regiment."

### MISSING CORRESPONDENT UNDER ARREST.

The State Department has received a dispatch from United States Consul Harris at Nagasaki, Japan, confirming the report that the Russians sank a Japanese transport with 1,000 men aboard.

United States Minister Griscom at Tokyo cables the State Department under today's date that Mr. Washburn, of the "Chicago News," states that Hector Fuller, the missing representative of the "Indianapolis News," was arrested at Port Arthur on June 13.

LONDON, June 17.—A dispatch from Tokyo this evening reports that Japanese Admiral Kamimura, who is pursuing the Russian vessels which sank Japanese transports in the Straits of Korea, has caught up with and sunk one of the Russian vessels off Shimane Ken, on the northern coast of Japan.

## Russian Relief Forces Defeated and Cut Off

ST. PETERSBURG, June 17.—General Kuropatkin confirms the report of the Russian defeat at Telissu, eighty miles north of Port Arthur. He forwards the following report from General Stakelberg, dated June 16, 12:30 a. m.:

"I had intended yesterday to attack the enemy's right flank, but just as the troops assigned for the purpose were beginning to envelop the enemy's right the Japanese in their turn attacked my right with superior forces. I was forced to bring up all my reserves, but they proved insufficient, and I was compelled to retreat by three roads northward.

"Our losses were heavy, but are as yet unknown fully. During the engagement the Third and Fourth Batteries and the First Artillery Brigade were literally cut to pieces by the Japanese shells. Of sixteen guns, thirteen were abandoned after being rendered completely useless.

"The conduct of the troops was excellent, a large part of them refusing to retire until after repeated orders."

All the accounts received here of the battle state that there was great carnage. When a Russian flag was captured, thirty officers fell attempting to defend it.

TOKYO, June 17.—It is the opinion here that the Russian defeat at Telissu shatters any hope of relieving Port Arthur by attacking General Oku from the north.

General Stakelberg's force is now regarded as being in a critical position, as General Kuroki is able to throw westward from Suifu sufficient troops to intercept his retreat northward. There are rumors, indeed, that such a movement is already in progress, and that it is far enough advanced to insure success.

NIJCHWANG, June 17.—It is reported that General Kuroki's second division is marching in the direction of Kailash to take the Russians in the rear.

## RUSSIANS LEAVE 500 DEAD ON BATTLEFIELD OF TELISSU

TOKYO, June 17.—An official report has been received from Telissu, which is about eighty miles north of Port Arthur and easterly from Fuchow, between Wafangliang and Wafangow, covering the fighting on Tuesday and yesterday.

The Russians had two and a half divisions on a hill about 200 feet high, and on either side of the railway from Lung-wangshan to Taffangshan.

(Continued on Second Page.)

## THERY WINS CUP IN THE BENNETT AUTOMOBILE RACE

German Emperor Spectator of Sport at Hamburg.

## AN EXCITING CONTEST

German Chauffeur Reported to Have Ridden Down and Killed a Man.

HAMBURG, June 17.—Thery, the noted French chauffeur, driving a Renault Orasier car, won the James Gordon Bennett cup race here today in the presence of the Kaiser and the royal party.

With the Emperor in his pavilion were the Empress, the King of Wurtemberg, the German crown prince, Prince Henry of Prussia, the Grand Duke Ernest Louis of Hesse, the Princess Joachim Albert, and Frederic Leopold, of Prussia; the Kaiser's sister, Princess Margaret, and her husband, Prince Frederic Carl of Hesse; the Grand Duchess Anastasia of Mecklenburg-Schwerin, and her son, the reigning Grand Duke Frederic Francis, with his young wife, the Grand Duchess Alexandra.

### In Military Uniform.

The young royal couple was married at Potsdam last week, and are attending the race on their honeymoon. All these royal personages, with their suites, made a striking group, in which gorgeous military uniforms were the most striking feature.

The Kaiser, who arrived on the course of the race soon after 6 o'clock this morning, watched the progress of the race with keen and unremitting interest. Disdaining the luxurious armchair provided for his comfort, he paced up and down his pavilion in his characteristic restless way, stopping frequently to exchange remarks with other royal persons around him.

### Courtesy to Americans.

American Ambassador Tower, Allison Armistead, and C. G. Dismore arrived at the starting point in cars displaying American flags. The Emperor invited the ambassador and Mr. Armistead to the imperial box and conversed with both of them at some length. His majesty also summoned the American, Dismore, the owner of the Mercedes car which won the race in 1903, to the imperial box. His majesty said:

"I consider automobile races of this kind useful and beneficial. They teach the masses of the people the possibilities of automobiles. I am convinced that motoring will prove to be the sole road traffic of the future. I believe these races will make automobiles popular."

A rather amusing incident occurred at the starting point. Prince Henry of Prussia had taken a stand near the imperial box to watch the start. Some policemen, who were ignorant of his identity, ordered him to move, and because his movements were so quick enough, handled him rather roughly.

### Exciting Incidents.

The race was replete with exciting incidents. Time and again collisions seemed imminent. Edge, the Englishman, and Salleron, the Frenchman, raced abreast for twelve miles. The road at the point where the nip and tuck work occurred is but twenty feet wide, and the least swerve meant collision and annihilation. At last Salleron secured the lead.

It is reported that Jenatzy, the German rider, while leading in the auto race, ran over and killed a man along the route.

### Thousands of Spectators.

Near the starting line, on opposite sides of the course, the two grand stands, each accommodating 5,000, were packed with eager spectators, and 20,000 more sightseers had assembled in the grand enclosure six miles in circumference in the vicinity of the Saalburg.

The racers started in the following order: Jenatzy, German; Edge, English; Werner, Austrian; Lancia, Italian; Thery, French; Hautvast, Belgian; Baron von Caster, German; Gilling, English; Trautman, Austrian; Cagno, Italian; Salleron, French; Vigiers, Belgian; Opel, German; Jirrott, English; Warden, English; Storere, Italian; Rougier, French; and Baron de Crawhez, Belgian.

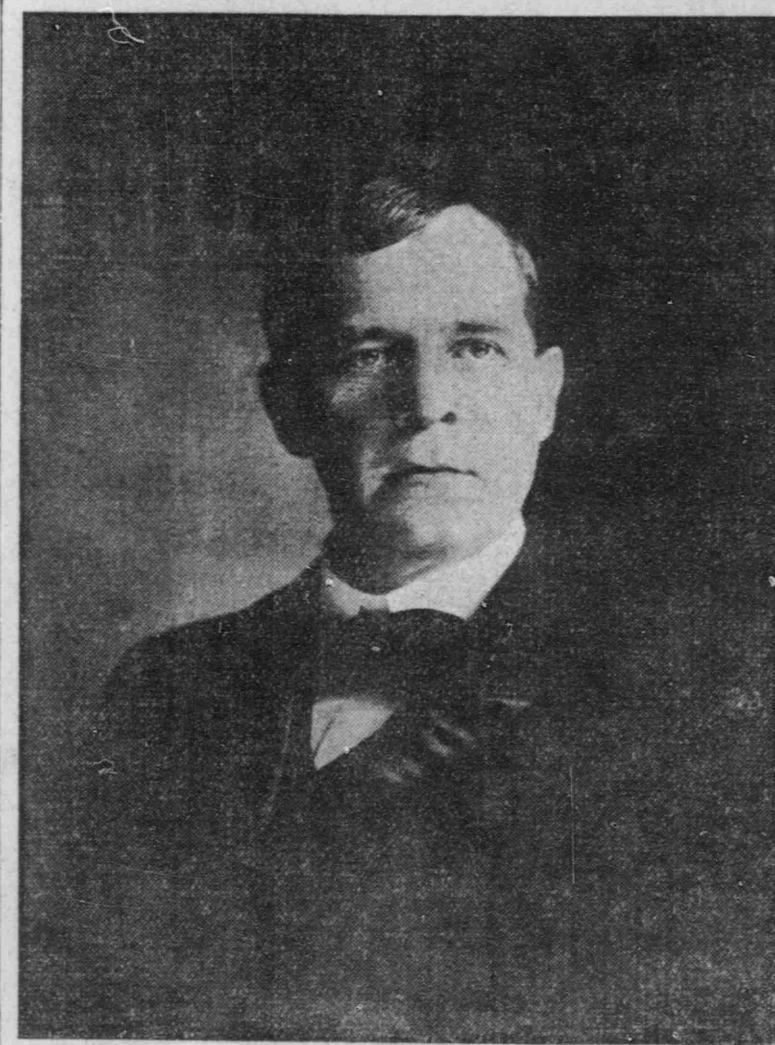
Du Paux, the Swiss racer, was compelled to withdraw from the race because of a broken axle. Opel, the German, was also soon out of it, as his axle also broke soon after the start.

The starting arrangements were carried out with mathematical precision, and exactly at 12:30 the last car left the Saalburg. The first racer to complete the first round was Jenatzy, the German, who went over the course in one hour and twenty-six minutes, after deducting fifty-six minutes which were lost in the eight contras. This would make his actual driving speed over a mile a minute.

### Jenatzy Still Ahead.

Jenatzy also led at the conclusion of the second round, which he completed in two hours and fifty-five minutes. At the end of the third round, Thery, the Frenchman, had wrested the lead from the German and completed the three rounds in four hours and twenty-three minutes, ten minutes faster than Jenatzy's time for the distance.

## REPRESENTATIVE DAYTON



MEMBER OF CONGRESS FROM WEST VIRGINIA.  
Ranking Member of the House Committee on Naval Affairs and Prominently Mentioned to Succeed Secretary Moody.

## MR. DAYTON URGED FOR MOODY'S PLACE

West Virginian Choice of His Senatorial Colleagues.

## ISSUE RESTS WITH HIM

If He Were Willing to Lease House It Is Said He Would Be Appointed.

As senior member of the Naval Affairs Committee of the House, Representative Alston Gordon Dayton, of the Second West Virginia district, has been widely mentioned as Mr. Moody's successor at the head of the Navy Department. It is said his appointment would be especially gratifying to the two Senators from West Virginia, as a recognition of their State's support of the Republican party. All the difficulty, it is said, rests with Mr. Dayton himself, who is unwilling to leave the House.

Mr. Dayton was born in Philippi, Va., (now West Va.), on October 18, 1857, and has always lived there. He was graduated from the University of West Virginia in 1878, and was admitted to the bar the following October.

In 1879 he was appointed to fill out an unexpired term as prosecuting attorney of Upshur county, W. Va., and four years later was chosen to fill a like position in Barbour county, that State, for the four-year term beginning January 1, 1884. He was elected to the Fifty-fourth Congress and has been returned to each succeeding Congress since that time, five in all.

## WIFE SEEKS DIVORCE; PLEADS NON-SUPPORT

Ada W. Carr began proceedings today in the Supreme Court, through her attorneys, Jesse E. Potbury, against her husband, John F. Carr, for an absolute divorce, in which she names a co-respondent. She alleges that her husband is a boss painter, and contractor, engaged in business at 426 Fifth Street northwest, and that since their marriage on September 12, 1888, he has failed to provide for and support her.

Among the allegations alleged in the suit filed, is an agreement, by which the husband agreed to pay her a certain sum of money while she was sick at the hospital, but this, she says, he has not done.

Justice Stafford O. HMFERRER R. P. Upon the presentation of the papers to Mr. Justice Stafford, a rule to show cause was issued against the husband, requiring him to appear in court and show if he had any reason for not paying alimony and counsel fees to his wife.

WEATHER REPORT.  
Temperatures have generally risen, except along the Atlantic Coast and in the northern plateau.

The weather will be generally fair to night and Saturday in the East and South, with rising temperature Saturday. It will be still warmer Sunday in the middle Atlantic States.

## WITHSTANDS TWO ELECTRIC SHOCKS

Failure of Apparatus in Ohio Penitentiary.

## MURDERER REVIVED TWICE

Executioner Makes Three Attempts Before the Electrocuting Is Complete. Current Turned Off.

COLUMBUS, Ohio, June 17.—Michael Schiller, wife murderer, withstood two shocks of electricity before death came to him, in the electric chair. At 12:32 o'clock, in the presence of thirty people, Warden Hershey turned the electric current into the body of the law's victim. After the usual charge, the current was turned off. Four physicians examined him, and he was officially declared dead.

The spectators filed silently from the room, but they had not proceeded far down the corridor, when Prison Physician Thomas called the warden back. Schiller had been unstrapped. He partially fell over, and then signs of life were seen. He was straightened up in the chair, and began to breathe heavily. Saliva ran from his mouth, and guttural groans sounded through the chamber, chilling the strongest men to the heart. The executioner had signaled to the engineer in the powerhouse that all was over, and the current was turned off. When the physicians announced that a second contact would be necessary a prison "runner" was dispatched to the engine room.

### Convict Revives.

Fully two minutes intervened, and in the meantime the condemned man seemed to be regaining consciousness. At one time he appeared to throw back his head as if making a desperate effort to talk. The current was again turned on, and at 12:50 the victim was given another shock. Twice had 1,750 volts been shot into him. Again the party filed from the annex and were about to leave the prison, when Warden Hershey was once more summoned to the chamber of death. Schiller had been unstrapped and when the body fell forward it was not dead, and the third shock was turned on two full minutes, and there was no further doubt of Schiller's death. He was literally roasted.

## REINSTATE POLICEMAN ROOSEVELT DISMISSED

Retrial After Five Years—Legacy of President's Regime as Police Commissioner.

NEW YORK, June 17.—Among seventy policemen on trial before Deputy Commissioner Lindsay at police headquarters was William W. C. O'Connor on a complaint made against him on January 14, 1896.

O'Connor was at that time attached to the Union Market station. He was charged with failing to patrol his post properly and with having been in the rear room of a lavatory. He was tried by the Roosevelt board and dismissed from the force.

By an act of the Legislature O'Connor got a retrial. President Roosevelt, then governor, signed the bill. At the retrial yesterday O'Connor was fined three days' pay and was reinstated on the force.

## SAD JOURNEYS TO GRAVE BEGIN

Victims of Slocum Horror Buried Today. Mournful Procession to Cemeteries Will Be Continued Tomorrow and Sunday.

## DIVER REPORTS MANY BODIES IN SUBMERGED PADDLE BOX

Wreckers to Lift the Port Side of the Vessel—Expect to Recover Many Bodies of the Dead.

NEW YORK, June 17.—Another step toward the grave was made in the Slocum tragedy today.

Five hundred of the dead lie in their late homes, shrouded and incased for burial. A few funerals will take place today. The great bulk of the dead, however, will go to their last resting places tomorrow and Sunday.

The stricken district is swathed in trappings of grief. Black, white, and purple crepe on the doors of hundreds of houses, denotes the presence in these buildings of victims of the tragedy. Hundreds of other houses and stores have been decorated with long, wide streamers of black, indicating sympathy and fellow feeling of neighbors.

Great crowds are thronging through the district of mourning today. Many stop in houses of dead to pay their last respects.

### GREAT MAJORITY IDENTIFIED.

At the morgue this morning the coroner's list showed that 599 bodies had been received. The great majority of the dead so far recovered have been identified and nearly 500 bodies had been claimed and removed by friends or relatives.

Less than 100 bodies remained on the East Twenty-sixth Street Pier at 9 o'clock. Scores of persons, however, were again at hand looking for their own.

It is still extremely difficult to estimate the number of missing. Some of the city officials stick to the figures given yesterday that over 1,000 have perished, which would show a missing list of more than 400. It is believed, however, that this is an exaggeration, and that when the story is all told the dead will be found to number about 800.

### DIVER SEES MANY BODIES.

John Rice, a diver, examined the charred hull of the General Slocum off Hunts Point this morning. He reported many bodies in the submerged paddle box.

The men to whom has been assigned the gruesome task of recovering bodies from the wreck and the waters of the Sound were at work at an early hour. Bodies were recovered more slowly this morning. The men, however, will stick at their task for days to come.

The wreck will be thoroughly searched today. Wreckers at work on the hull will try to lift the port side of the Slocum, which is resting in the mud. They believe many bodies will be found entangled in the port paddle box.

### FAR FROM SCENE OF HORROR.

Bodies are now being recovered in the East River, miles from the scene of the accident. They have been carried there by the tides. It is believed many victims will be so found.

Scores jumped or were thrown from the steamer into the channel during the wild flight of the Slocum for the beach. The majority of these bodies have drifted away with the current and will be picked up miles from the scene of the tragedy.

The pier, which has been converted into a morgue, for a time was closed to all but officials. This was done to enable attendants to embalm bodies that remained on hand. Decomposition has rapidly set in among most of the remaining corpses.

### HOPING AGAINST HOPE.

Grief-stricken searchers hang around the building in hopes of hearing something of lost ones. Mothers with babies in arms have been led against the dock fences. They stare with vacant, wondering glances through the windows at coroner's clerks working on the lists of identified dead, as if waiting for some sign that would tell them of their missing.

The unidentified dead have been placed in two parallel rows down the pier. Two men were busy chopping ice all night to be used for the preservation of the bodies.

When an identification is made a permit is granted to remove the body from the dock. Long lines of black undertaker wagons are lined up in the street leading to the morgue, and all day men are busy carrying the dead in boxes to the wagons. The supply of coffins at the command of the department of charities is exhausted, and Commissioner Tulley has ordered that as many as needed should be bought of dealers.

## President Has Ordered Broad Investigation

At the Department of Commerce and Labor this morning it was announced that as a result of the loss of the steamer Slocum in Long Island Sound by fire, and the consequent drowning and burning of nearly 1,000 people, the Federal authorities intend to reinstate every excursion steamer in the country, and put an end to even the smallest evasions and violations of the laws relating to the protection of passengers.

It was asserted by an officer this action is taken because the worst violations of the law are the owners and operators of excursion boats, the vessels on which human life, owing to the crowding, is always in greatest jeopardy.

The investigation into the loss of the Slocum and the probing into the condition of the other excursion boats was begun today in New York. Secretary Cortelyou, under direct orders from President Roosevelt, left for New York last night, and under orders from the Secretary, Supervising Inspector General George Uhler, of the Steamboat Service, departed for the Empire City this morning, after making a number of sensational charges concerning powerful political influences which in many cases, he asserts, prevent the enforcement of the safety laws, and the collections of fines after they have been imposed. These charges have been brought to the attention of President Roosevelt.

One of the things in the Slocum disaster which has aroused the indignation of the President is the charge that the life preservers were so old and rotten that they sank, carrying down passengers rather than buoying them on the surface. Another is that the boats were made fast with wire rope.

It was said this morning that should either be proved the inspector who passed the vessel will certainly be removed from office, and probably punished otherwise for a dereliction of duty that cost nearly a thousand lives.

There is much feeling in the bureau over the loss of the Slocum, as the officers believe that the steamboat inspectors are in a way as far responsible for the horror as the captain. They say, however, that they make every effort to enforce the law, but that politics interferes. Supervising Inspector Uhler said, for example:

"What is the use of having the laws? They no longer act as a deterrent. We go out, discover a boat with rotten life preservers, bad boilers, and a dozen other things, which some one is operating in defiance of the law, but that is the limit of our powers. Now what happens? The violator of the law appears to a Senator or a Congressman, and others high in political authority. The fine is reduced. I know of scores of cases where fines have been reduced from \$1,000 to \$20, and others from \$500 to \$10. The records will show cases where fines of \$1,000 have been reduced to \$25."

"Does anyone suppose that the owner of a big excursion steamer cares for these fines, especially when to obey the